
**TRANSPORTATION CONFORMITY WORKING GROUP
of the
SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**January 30, 2007
Minutes**

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION CONFORMITY WORKING GROUP. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Conformity Working Group held its meeting at the SCAG office in Los Angeles.

In Attendance:

| | |
|---------------------|-----------------------|
| Naresh Amatya | SCAG |
| Rosemary Ayala | SCAG |
| Jennifer Bergener | OCTA |
| Mike Brady | Caltrans Headquarters |
| Vicente Cordero | LADOT |
| Keith Cooper | Jones & Stokes |
| Sheryll Del Rosario | SCAG |
| Dan Duncan | City of Santa Clarita |
| Hoon Hahn | City of Santa Clarita |
| Kathy Higgins | SCAQMD |
| Lori Huddleston | LA MTA |
| Shawn Kuk | SCAG |
| Philip Law | SCAG |
| Ken Lobeck | RCTC |
| Rich Macias | SCAG |
| Betty Mann | SCAG |
| Rich Macias | SCAG |
| Jennifer Martinez | EDAW |
| Stephanie Masuda | LADOT |
| Shirley Medina | RCTC |
| Brad McAllister | MTA |
| Paul Meshkin | LADOT |
| Jonathan Nadler | SCAG |
| Lisa Ochsner | L.A. City |
| Lisa Poe | SANBAG |
| Eyvonne Sells | AQMD |
| Arnie Sherwood | ITS Berkley/SCAG |
| Carla Walecka | TCA |
| Frank Wen | SCAG |
| LeeAnn Williams | Caltrans District 7 |

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Via Teleconference:

| | |
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| Arman Behtash | Caltrans District 12 |
| Ben Cacatian | Ventura County APCD |
| Maria Cadez | IBF Consulting |
| Nina Chanden | Caltrans District 8 |
| Everett Evans | Caltrans District 12 |
| Andrew Ewing | Caltrans District 7 |
| Paul Fagan | Caltrans District 8 |
| Edison Jeffrey | Caltrans District 8 |
| Sandy Johnson | Caltrans District 11 |
| Irene Gallo | Caltrans Headquarters |
| Tony Louka | Caltrans District 8 |
| Ken Lobeck | RCTC |
| Jean Mazur | FHWA |
| Dennis Wade | CARB |
| Andrew Yoon | Caltrans District 7 |

1.0 CALL TO ORDER

The Honorable Jennifer Bergener, Chair, called the meeting to order at 10:05 a.m.

Chair Bergener announced that her term as Chairperson has concluded and Brad McAllister, Metro, will be the new Chairperson. Mr. McAllister introduced himself and thanked Ms. Bergener for a successful term.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

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3.0 CONSENT CALENDAR

3.1 Approval Item

3.1.1 Approve November 28, 2006 Meeting Minutes

Eyvonne Sells, AQMD, recommended that the minutes be more reflective of the issues being raised by each agency and the resolution to the issues, in addition to the technical information being presented.

Jonathan Nadler, SCAG, responded that while staff does its best to summarize the issues and any resolutions that arise during the TCWG meetings, there is often discussion on an issue with no resolution and the item is discussed again at the next meeting. Nevertheless, staff will make a greater effort to ensure the minutes reflect the substantive discussions of the group.

MOTION was made to APPROVE the minutes.

MOTION was SECONDED and UNANIMOUSLY APPROVED.

4.0 INFORMATION ITEMS

4.1 RTIP Update

Rosemary Ayala, SCAG, stated that there were several things happening in the RTIP section. There is a formal amendment out for a 30-day public review. The review ends today. Staff will transmit the amendment at the end of the week to the State and FHWA for their review and approval. Staff is also working on the SAFETEA-LU gap analysis for the RTIP and will bring it to the TCWG in February. The goal is to have the analysis to the Federal Agencies in May. The region is also working on an amendment for the Corridor Mobility Improvement Account (CMIA) projects. The next amendment will have to include the CMIA projects or the Bond 1B projects and the 2006 STIP augmentation projects. The FHWA has requested that they receive this amendment on June 1. SCAG and the CTCs met and agreed on a draft amendment schedule.

The amendment that may be problematic is the 2006 STIP Amendment that has not been approved by the CTCs until June 7. The federal agencies

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requested the amendment to be submitted by June 1, in order to have sufficient review time and have it approved by July 1 so the regions are not stuck in a lock-down because of SAFETEA-LU compliance. March 2 is the due date from the commissions to SCAG. The target date for the start of the 30-day public review is April 5. The review would end May 24 which would get the amendment back to FHWA staff by June 1. Caltrans has requested that when the public review commences a copy of the amendment also be sent to their agency so they can start reviewing and get back with any questions prior to June 1.

Amendment 3 is still under review. CMIA Projects, potential STIP augmentations projects, and the Scope will have to be amended into the RTP, as well. There is a process underway to accommodate those. The regional emissions analysis for both the STIP and RTP will be a combined effort. Staff is still working on how the analysis is going to be circulated.

4.2 RTP Update

Shawn Kuk, SCAG, reminded the TCWG that the RTP Gap Analysis for the 2004 RTP is looking at the SAFETEA-LU compliance date of July 1, 2007. The Gap Analysis work is almost complete. The draft Gap Analysis was submitted to the FHWA in November for review. Staff has currently received comments from both the FHWA and Caltrans. The draft was also released for public comments on December 12. The draft was presented to SCAG's Transportation Communications Committee on December 14. Staff is in the process of finalizing the Gap Analysis and addressing the comments. Staff intends to present the final document to the Transportation Communications Committee and Regional Council for adoption on March 1. Subsequently, the analysis will go to the FHWA for certification.

Staff is currently working on terms of determining the base year and base line system performance measures, system gaps and deficiencies, base year performance and base year gaps for the 2007 RTP.

The financing for freight/rail and the finance plan are still in development. Additionally, staff is continuing work on the revenue projections, which is anticipated to be completed by February 2007. The project listing from counties, including new revenue sources, will also be done by February.

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Future year performance and future year gaps will be established between February and April.

The 2004 RTP was last amended on July 27, 2006. The new amendment, which will include the CMIA projects, is currently being drafted. Staff sent a letter to all region CTC's and the district Caltrans offices in December and are receiving requests for the amendment

4.3 TCM Update

Jonathan Nadler, SCAG, stated that the TCWG has had numerous discussions on the Caltrans TCM substitution regarding moving from a full-time HOV to a part-time HOV on an 8-mile segment of SR-60. The segment would begin just east of SR-60 and I-215 junction and continue to Redlands Boulevard. It is the last link of an HOV; thereafter it is not an HOV. The conversion will last for a period of three years, after such time, it will revert back to a full-time HOV. The emissions analysis reported a shortfall of pollutants by tenths of tons. Therefore, some replacement projects need to be considered. RCTC has submitted five projects, which include:

- Commuter rail station parking structure in Corona
- A park and ride facility in Perris
- Freeway service patrol expansions
- Elimination of stop signs
- Coordination of traffic signals

The public comment period is still open, ending February 9, 2007.

Eyvonne Sells, SCAQMD, questioned whether the information presented to the TCWG, including a revised staff report and a detailed emissions analysis from RCTC for the five substitution projects, is new information such that the comment period will be extended another 30 days.

Mr. Nadler responded that the TCM substitution report has been updated in response to public comment and was presented to the TCWG once available rather than the standard procedure of providing a final report after the close of the public comment period.

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Ms. Sells stated that she believed additional review time was warranted. Since SCAQMD is a responsible agency for ensuring SIP emission reductions are accounted for when TCMs are substituted, Ms. Sells must be able to adequately apprise SCAQMD management of the appropriateness of the proposed TCM substitution.

Mr. Nadler agreed to consider the request, but questioned whether the nine days remaining in the comment period was not sufficient. Mr. Nadler pointed out that regulatory agencies, including SCAQMD, generally do not re-start a public comment period based on changes made to a proposal as a result of comments received. Mr. Nadler acknowledged the importance of procedure and reminded the TCWG of the lengthy discussions and reviews of this particular proposal, both as part of the regular TCWG meetings as well as sub-group meetings. To put the proposal in perspective, Mr. Nadler mentioned that we are talking about tenths of a ton in this discussion and hundreds of tons during our AQMP discussions. Mr. Nadler also pointed out that the proposal is a temporary TCM modification and the substitute TCMs are not, and the proposal in total would result in a net air quality benefit.

4.4 AQMP Update

Eyvonne Sells, SCAQMD, reported that the draft 2007 South Coast AQMP is scheduled to be released by February 16, 2007. The public workshops are being scheduled for March and the public hearings are scheduled for April. Frank Wen, SCAG, provided an overview and update of the socioeconomic data used for the 2007 AQMP. The data are those used for the 2004 Regional Transportation Plan (RTP) as updated by new information which has become available since 2004. Mr. Wen walked the group through the 2007 RTP Integrated Growth Forecasting process to document how the socioeconomic data is updated to account for new information. The socioeconomic data developed from this process is used for a number of planning efforts, including the Regional Transportation Plan, the Regional Housing Needs Assessment, and the AQMP. Mr. Wen discussed how the growth forecast basically reflects historical trends, based on reasonable key technical assumptions, and existing and newly approved local/regional projects.

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Jean Mazur, FHWA, asked for clarification about the timing of the Compass Blueprint and RTP private investment policy components in the forecast.. Mr. Wen stated that the forecast are based historical data up to 2015 at which time these two policy components are factored into the forecast. Previous planning efforts had assumed a 2010 start date for these policy components. Ms. Mazur also asked if the growth scenarios will be a redistribution of housing. Mr. Wen clarified that it will be based on housing, employment, and population. Additionally, Ms. Mazur asked if there was formal documentation available of the forecasting process. Mr. Wen confirmed that all meeting materials and comments received from technical groups and public outreach efforts are formally documented.

Jonathan Nadler, SCAG, commented on the relationship of the on-going growth forecast process relative to the growth forecast used in developing the 2007 AQMP, which sets the conformity emission budgets for the non-attainment areas of the region. Mr. Nadler discussed how Mr. Wen's staff developed socioeconomic data forecasts based on the latest best available data and on their understanding of the data forthcoming through the on-going Integrated Growth Forecast/Regional Housing Needs Assessment (RHNA) process. The challenge lies in reconciling the growth forecast data used to develop the emission budgets in the AQMP with the data which will be used for the 2007 RTP. Arnie Sherwood, ITS Berkley/SCAG, pointed out that since the AQMP process and the setting of the emission budgets occurs before the next RTP update cycle, there needs to be a process to resolve any discrepancies if the on-going growth forecast process alters socioeconomic data and causes the RTP to have different forecast data and emissions profile than the AQMP.

Carla Walecka, Transportation Corridor Agencies, asked if the housing numbers contained in the 2007 RTP Integrated Growth Forecasting are the same as those included in the recently released RHNA estimates. Mr. Wen pointed out that there is a difference between household versus housing, and that the RTP transportation modeling uses households. He also discussed that relative to the local input received as part of the RHNA process, population and employment is generally in line with the data set used for the AQMP whereas the household forecast in Orange County is higher; however, a decline in households in Los Angeles County generally offsets this on a regional basis.

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In response to a request for certain items to be discussed at the TCWG, Mr. Nadler explained how emission reductions associated with the RTP, the TCMs, and Compass were calculated for the draft AQMP. For the TCM modeling exercise, socioeconomic data variables were held constant and the transportation network was modified to account for the TCMs. To estimate the benefits of Compass, the transportation network was held constant and socioeconomic data associated with Compass was modified between baseline and project conditions. Mr. Sherwood noted that the TCMs benefits will be smaller than what they have been historically. This is due to the fact that the TCMs were generally scheduled for attaining the 1-hour ozone standard in 2010 and thus are mostly complete and have become part of the baseline.

In terms of a question regarding the emission precursors for PM_{2.5}, Mr. Nadler discussed that the SCAQMD has identified the pollutants of concern as SO_x being the greatest driver for PM_{2.5}, followed by direct PM_{2.5}, then NO_x, then VOC. The control strategy is geared to SO_x reductions, especially from ocean-going vessels, as this pollutant is the greatest contributor to PM_{2.5} concentrations.

Another question was posed whether the annual or 24-hour PM_{2.5} standard is more restrictive. Mr. Nadler indicated that the annual is more restrictive.

Mr. Nadler then presented an overview of the on-going technical and policy issues surrounding the 2007 South Coast AQMP. These include a "blip" in the vehicles miles traveled (VMT) data for the year 2005 in CARB's emission factor model (EMFAC2007) relative to SCAG data, differences between SCAQMD and CARB over what controls are necessary and feasible to achieve the PM_{2.5} standards by 2015, and whether or not to bifurcate the ozone and PM_{2.5} plans (the federally required submittal dates are June 2007 and April 2008, respectively). These items are likely to be discussed in a policy paper to be released by the SCAQMD in the near future.

Ms. Sells requested that we place on the next agenda a discussion of the court decision for the 8-hour ozone standard.

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4.5 Review of PM Hot Spot Interagency Review Forms

The TCWG considered four interagency review forms to determine whether the projects were of air quality concern and required a qualitative PM Hot Spot analysis. The review concluded the following:

RIV050201: Not a POAQC – hot spot analysis not required
LA996425: Not a POAQC – hot spot analysis not required
LA0B103: Pending further discussion with EPA
OR2587: Not a POAQC – hot spot analysis not required

5.0 CHAIR’S REPORT

No new items to report.

6.0 INFORMATION SHARING

Mr. Nadler gave a brief overview of the court case referenced by Ms. Sells. The SCAQMD entered into a lawsuit with USEPA in regard to the revocation of the 1-hour ozone standard. The court decided that USEPA has the authority to revoke the 1-hour standard and replace it with an 8-hour standard, but that there are certain controls being implemented under the 1-hour standard that cannot be dropped, including emission budgets, since this would constitute “backsliding.” SCAG staff has initiated conversation with USEPA and SCAQMD to determine the implications of the court decisions, including whether we need to meet the 1-hour emission budgets and redo the 1-hour attainment demonstration.

Mr. Nadler also indicated that he would attempt to provide additional time to review the proposed Caltrans TCM substitution project.

7.0 ADJOURNMENT

The Honorable Brad McAllister adjourned the meeting at 12:00 p.m.

**The next Transportation Conformity Working Group meeting will be held on
Tuesday, February 27, 2007 at the SCAG office in Los Angeles.**